



Volume 9 - N° 11 - November 2004

## EDITORIAL

*Rennes, Midland, our Unit's General Assembly, and many other occupations linked, or not, with our Association, made me build up a delay in the publication of our Newsletter that is far from negligible, during the past three months. I ask our readers to understand, and I assure them that I shall soon catch up on it.*

*Preparing our General Assembly is quite a heavy, but fascinating, task. I hope that those who will participate will like its presentation and the discussions that it will trigger about the numerous points that are on the agenda.*

*You will have the occasion, during this meeting - or by mail for those who cannot attend our G.A. - to vote for the renewal of two positions in the Board of Administration.*

*I wish that all our members massively take part in this election and make this participation a record that was never reached before.*

*Two candidates will compete for each of these jobs, and this friendly competition will add some "salt" to an election that is very important for the future of the French Wing.*

*I wish to sincerely thank our friend Roy Grinnell for spending so much of his precious time designing a new logo for our Unit. The result is quite impressive since it contains a host of information in an aesthetic aspect which, I hope, will be unanimously approved. This logo does not limit itself to the description of our Association, it will become, if it is adopted, a true mark of the French Wing for many years to come. Thanks Roy!*

Bernard

# NEW LOGO OF THE FRENCH WING



Design: Roy Grinnell

**COLONEL ROY GRINNELL HAS DESIGNED A NEW LOGO FOR OUR UNIT, TO GIVE OUR ASSOCIATION A NEW LOOK.**

**THIS VERY MODERN DRAWING WILL BE PRESENTED DURING OUR GENERAL ASSEMBLY FOR THE APPROVAL OF THE FRENCH WING MEMBERS.**

**THIS MEETING WILL INCLUDE NUMEROUS IMPORTANT POINTS WHICH WILL DECIDE OUR FUTURE AND WILL TRIGGER MANY PASSIONATE DISCUSSIONS.**

**IT WILL ALSO ALLOW US TO GET ACQUAINTED WITH A SURPRISE GUEST WHO IS A SIGNIFICANT MEMBER OF THE GROUND CREWS OF WWII FRENCH AVIATION, AT LEAST AS IMPORTANT AS THE AIR CREWS.**

# 2004 GENERAL ASSEMBLY.....

Article: B. Delfino.

## PAST, PRESENT, AND FUTURE OF THE FRENCH WING

The year that will soon be ending represents the biggest step forward ever made by our Association. Effectively, it's in 2004 that we fully fulfilled the main objective of the Commemorative Air Force, the essence of its existence: *To maintain and preserve in flying condition at least one WWII aircraft.*

To get there, our members had to do many sacrifices. They had to complete a thousand tasks, they had to spend a lot of their personal time, and they had to find the necessary funds to reach this goal.

Started from nothing, except for a various administrative problems that were luckily turned into a powerful incentive, and thanks to the generosity, the honesty, the courage, and the dedication of everyone, our Unit managed to make itself an honorable niche in today's aeronautical world by making this dream a reality.

However, our Association is nothing but a construction which, like any complex assembly, is rather fragile. Therefore, we are condemned to improve it relentlessly so that it retains a strength and a flexibility that will allow it to resist to any possible difficulty.

This necessity to always move forward is ineluctable, and stopping, even for one moment, to get some rest, would be dangerous, and might even drag us into a catastrophic mechanism that many other Associations suffered from in the past: A slight apathy settles insidiously,

then the activities start to slow down, the willingness gets more and more rare, the projects a lot less frequent, and the somnolence changes into a profound sleep, then into a deep coma which soon leads to a simple and straight death.

This nightmare vision is not, fortunately, the case of the French Wing. Far from it! But if we want to immunize our Unit



Photo: Bernard Delfino

against such a risk, we need to be more and more active, and more and more innovative.

The available activities that are in line with the goals and objectives of the CAF are innumerable, and our imagination is their only limit. One just has to look back for a moment to realize the number and the variety of our Association's accomplishments since it was born.



Photo: Bernard Delfino

Our path was long and difficult, but without falling into a sterile self-satisfaction, you will see that the CAF French Unit succeeded in what seemed impossible to the most pessimistic ones.

Of course it wasn't easy, and our lack of experience gave us, sometimes, a few rather bad surprises, but what kind of satisfaction would we have today if we

did not have to fight problems that were very arduous on several occasions?...

Satisfaction, this feeling is, above all, the best ingredient to accomplish any task.

It is this feeling that helps us go forward, that helps us become more and more ambitious, that helps us do better every time, that helps us innovate, and that helps us

become the best.

## WITHOUT THE CAF WE WOULD BE NOTHING!

If we are on a track that guarantees our good future, we owe it to the simple fact that we belong to the Commemorative Air Force: **Without the example and the leadership of the CAF, and without its help, there would simply be no CAF French Wing!**

Without the support of the leaders of the CAF - members of the Headquarters and members of the General Staff together - we would have never progressed the way we did.

Taking advantage of the experience and the knowledge of this huge historical and aeronautical organization that is the Commemorative Air Force, was a help that we could not have

done without. But the biggest incentive, way above any other consideration, is the noble goals that the founders of the CAF adopted from the very beginning, these goals whose profound meaning is the true reason for our dedication.

How, indeed, could we forget the fate of hundreds of thousands of young aviators, gone on missions that they knew many of them would not come back from.

That did not stop them, and they climbed anxiously aboard their planes, with the hope that, once more, they would fly safely through enemy fire.

How many of these young aviators saw their life stopped instantly during these missions, in a fraction of a second, by a lethal bullet or a piece of schrapnel?

Of course, these crews could not have accomplished their missions without the help of the ground crews: Often working in extreme climatic conditions of cold and hot weather, the mechanics - just to quote one trade - had to fight sickness, enemy attacks, and a chronic lack of spares.

It is to keep the memory of these soldiers intact, and to honor them as they deserve, that the Commemorative Air Force and its French Unit are here for.

This is where our Organization is different from all other Associations: The

great majority of these Associations deal more with machines than with the men who used them, which, of course, does not take anything away from their merit.

But the members of the CAF always keep in mind the memory of these young aviators who offered their life to ensure our future.

There, precisely, is the secret of the extraordinary longevity of our organization.

The members of the CAF managed, for the past 47 years,

to perfectly marry their love and respect for these men who did the ultimate sacrifice for our Freedom, and the admiration they have for these complex machines without which the evil could not have been beaten so efficiently.

To keep these aircraft in flying conditions as long as possible is the best homage that we can give to these soldiers of WWII.

For the modest Association that the French Wing is, reaching this goal was an extraordinary accomplishment because the difficulties were proportional to this ambitious project.

Patience, tenacity, dedication, and enthusiasm, helped us complete this project. Some had some doubts. Let us not be resentful to them because the risks were important. But it was forgetting the power and strength that dreams can have, especially when they obey to an impulse so noble and sincere as ours.

If the official date of birth of our Unit is July 1996, the very beginning of the process that led to this administrative registering dates from a long time before, November 1994 to be precise, when the



Photo: Bernard Dejjino

majority of the CAF members who then resided in France got together to help the Central Texas Wing to restore their P-38 that belly-landed after take-off.

From this unity resulted the gathering of isolated members in a benevolent, homogeneous Association, totally dedicated to the goals of the Commemorative Air Force, and duly recognized as the official representative of our Organization in our country.

You all know the rest of the story, and you live it every day that goes by.

Your participation is indispensable, and everyone must put at the service of the French Wing and the CAF his know-how, his available time, and his possibilities, to help our Unit move forward the best possible way.

## 2005, A DECISIVE YEAR

The subjects that will be discussed during our annual General Assembly are numerous and important.

The decisions that will be taken during this meeting will have an influence on the coming years by selecting specific and ambitious goals that we will need to be reached once they have been adopted.

The way to proceed to reach these objectives will not suffer any mediocrity. It will call for a lot from our members in time, efforts, imagination, and dedication.

The past has shown that we can reach targets which are, apparently, totally unattainable. The program that we will adopt will be on the same line as the previous ones...

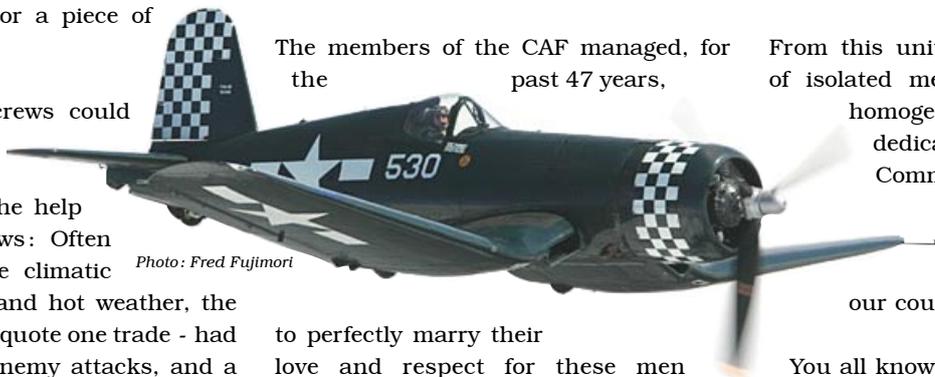


Photo: Fred Fujimori



Photo: Bernard Dejjino

## **OPERATION "CODE NAME BRAVO" IS EXTENDED TO DECEMBER 31, 2005**

As you may have read in the October 2004 issue of CONTRAILS, the suggestion made by the Membership Committee to the General Staff to extend the recruiting operation CODE NAME BRAVO until December 31, 2005, has been accepted unanimously.

This is excellent news which will help us recruit new members that we need so much.

Therefore, we can start offering potential members to get a CAF commission at the reduced price of \$ 100.00 the first year (The following ones remaining at the normal rate of \$ 160.00).

Like the rest of the CAF, our Unit suffers from regrettable premature departures.

If we want to ensure the future of our Association, we must continually recruit new members. Code Name Bravo will help us in this task, like it did during the past years.

We will talk about this important subject during our General Assembly, but from now on, the number one target for year 2004 / 2005 is:

## **RECRUITMENT!**

### **SOON A SPITFIRE MK XIV FOR THE CAF**

Also, in the October 2004 issue of CONTRAILS one could read that the CAF is in the process of purchasing a Spitfire Mk XIV (# 2945) which belongs to the Museum of Flying.

Due to the high cost involved, the agreement stipulates that the payment will be done over some time, depending on the CAF financial possibilities, and the plane will not be the property of the CAF until the balance is paid in full.

This acquisition is an excellent decision. An organisation like ours, sooner or later, has to own a *Spitfire*, such a significant type of airplane in WWII.

## **COLONEL ROY GRINNELL HAS DONE IT AGAIN !**

The Naval base of Le Bourget, or, more exactly, the Établissement d'Aéronavale in Dugny, will celebrate its 50th Anniversary next year.

Its Commander, *Capitaine de Frégate* Alain Quentric met our friend Roy Grinnell during his visit of the Ailes Anciennes Association in Le Bourget. He discovered the perfection of Roy's paintings, and had the idea to improve the celebration of this event by ordering a painting of the most significant aircraft of this base, the Morane Saulnier 760 "Paris".

Roy immediately started to work on it, and, after a few intensive weeks, produced the remarkable painting printed in small size, below.

Although this contract is personal, Roy wanted to get the French Wing to benefit from it, and asked for 25 prints to be given to our Unit. These will be signed, ideally by all the Commanders of the base since its creation, including, we hope, Admiral Philippe De Gaulle, son of the General. They should soon be available to our members at a good price.



## **JULIEN LEPELLETIER**

Our Cadet Julien Lepelletier (Aka *Super Juju* for his friends), continues to draw, or, rather, paint aircraft profiles on his computer, a difficult technique that requires multiple abilities and a lot of patience. Julien has demonstrated an exceptional talent which is starting to give some results.

Four of his profiles have just been published in issue 4 of the magazine *Champs de Bataille* (September-October), to illustrate an article that tells the story of the Junkers 87 Stuka. Only one of these profiles is printed here below, but the very high quality of these 4 original paintings is such that they would normally need a full page in our Newsletter. Congratulations Juju !



## CESSNA 195 FLY-IN

Not less than 16 Cessna 195, a splendid private plane that has a taste of warbird, thanks to its radial engine and its particular shape, met in Midland for their annual Fly-In.

The owner of one of these airplanes demonstrated a very high sense of humor, and would have won the corresponding Grand Prize if it existed: The pitot cover that he uses says a lot about this attribute...



Photo: Bernard Delfino

started for our Newsletter.

This member will need to be well documented, and, as far as possible, write one article every month, with illustrations that are free from copyrights, or sent with the written authorisation of their owners to

reproduce them in our Newsletter.

Although Michel had already written articles about the most famous of these planes, there is still a host of less known French aircraft that our readers would discover with great pleasure.

The compliments that we often received about these articles prove that the interest for this part of our aviation history is a fact for our readers. We thank these potential writers in advance.

## WANTED FOR THE FRENCH WING... (BIS)

Should some of our readers remember stories and anecdotes related to safety in civil or military aviation, accidents or incidents that they witnessed or experienced personally, we would be very happy to receive them by mail, with photos if possible.

Safety is Number One objective in the CAF, and we believe that our Unit can play an important role in the design of a permanent safety program for our organization.

Many of our members have an occupation related to aviation, or are private pilots. They should have a few stories to tell us. Thanks in advance!



Photo: Bernard Delfino

## WANTED FOR THE FRENCH WING...

Following the premature death of our good friend colonel Michel Cahiez, we are looking for a member who is an expert and a lover of WWII French airplanes, to continue the series of articles that Michel had

## FRED FUJIMORI

Fred Fujimori is a great Japanese photographer/Reporter whom we met during Airsho'04. You saw one of his photos on the cover page of the last Newsletter. Here he is, together with colonel Fumiko Delfino, during the French Wing diner in Midland.

Fred was one of the rare photographers who was aboard the first media photo-flight, and experienced ideal meteorological conditions. The latter allowed him to take a series of very nice pictures. Others were not so lucky because of the weather that deteriorated far too quickly.

Fred has very kindly given us the permission to use his pictures with the condition that we mention his name for each of the photos we publish, which we do with great pleasure of course.

We print, here below, a picture of the CAF C-47, and one of the two CAF Mustangs that he took in Midland.



Photo: Bernard Delfino

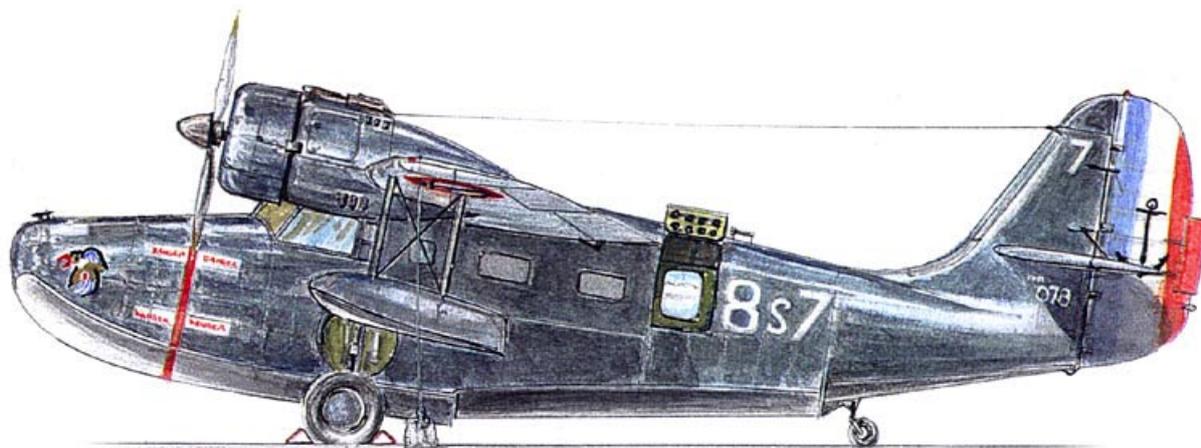


Photo: Atsushi "Fred" Fujimori



# GRUMMAN JRF GOOSE

By Colonels John P. Roeder and Michel Perrin - Painting by Jean Bellis



With its model G-21 of 1937, Grumman presented a six to seven-seat, twin-engine, commercial amphibian, which was at the origin of a line of flying boats that was to end with the UF-1 Albatros of the late 40s.

While the latter became a major type in use by the US forces and other allied nations in the early phase of the "Cold War" the military career of the G-21 passed nearly unnoticed.

The G-21 was a modern all-metal design with partly fabric covered wings and movable surfaces powered by the reliable Pratt & Whitney R-985 Wasp Junior.



Subsequent to its evaluation by the US Navy in 1938 a production contract for 20 articles was passed in the JRF

-4s and 185 -5s (including a number for the Coast Guard) were built. The USAAF used the type as OA-9 from 1938 (31 in

utility transport category. The type went into service as the "Goose" the year after.

Including the prototype XJRF-1, 22 JRF-1 to -3s, 12

total) as OA-13A from 1942 (3) and as AO-13B from 1945 (2 obtained from the Navy).

The Goose served essentially as utility transport, but also as target tug, and as photo-plane.

It is to be noted, that the JRF-4 was the first to have provisions for carrying two 250 lb (113 kg) bombs or depth charges under its wing.





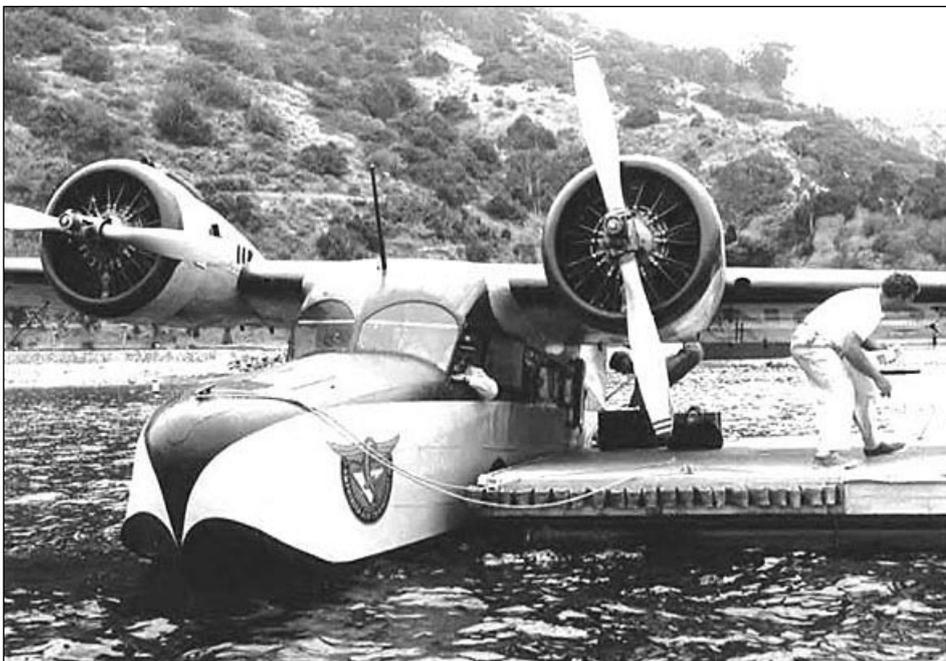
Finally the British received 37 JRF-6Bs under Lend-Lease which were used by the RAF mainly as navigational trainers. That the Goose played a role in the French

type itself. Seventeen JRF-5s served with the Armée de l'Air, and the same number with the Aéronavale in particular in the Indo-China war.



Armée de l'Air as well as the Aéronavale from 1952 is even less known than the

Based at Cat-Lai from February 1952, the amphibians were intensively used



over Cochinchina and southern Annam as liaison, light transport and observation aircraft until the end of the conflict.

Thereafter four JRF-5s were transferred to french controlled New Caledonia and 11 to North Africa.

The Goose gave good service to the French Forces until it was phased out in 1962.

### Caractéristiques / Data Table

#### GRUMMAN JRF-5 GOOSE

##### Description

Transport utilitaire amphibie avec équipage de 2-3 pour 4 à 7 passagers  
Utility transport amphibian with crew of two-three and four-seven passengers

##### Propulsion

Deux Pratt & Whitney R-985-AN-6 de 450 CV  
Two 450 hp Pratt & Whitney R-985-AN-6s

##### Envergure / Wing Span

14,94 m (49 ft)

##### Masse max. / Maximum weight

629 kg (8 000 lb)

##### Vitesse maximale / Maximum Speed

323 km/h (201 mph)

##### Vitesse de croisière / Cruise Speed

307 km/h (191 mph)

##### Distance franchissable / Range

1 030 km (640 mls)

##### Plafond utile / Service Ceiling

6 492 m (21 300 ft)

##### Armement / Armament

Provisions pour l'emport de deux bombes de 250 lb (113 kg)

Provisions for two 250 lb (113 kg) bombs

Egalement / Also

Equipement photographique

Photographic Equipment

Nota : Quelques JRF-5 de l'Aéronavale utilisés en Indochine furent armés de deux mitrailleuses fixes ou de deux mitrailleuse jumelées orientables installées au niveau de la porte placée sur le côté gauche du fuselage. Quatre bombes de 50 kg (110 lb) pouvaient aussi être emportées sous les ailes.

Note: Some Aéronavale JRF-5 used in Indo-China were armed with two fixed machine guns or a flexible twin in a port on the left side of the fuselage. Also four 50 kg (110lb) bombs could be carried under the wings.

## The FW P.X.

The following articles are available against a payment by cheque to the **CAF French Wing**. (Note: **Postage is extra** unless stated otherwise).

- Official Wing patch: € 9,20.
- "Gioux" type patch: € 6,10.
- Pins epoxy, various: € 5,50.
- Pins cloisonné, various: € 7.60.
- Painting "Lloyd's Dream" 50x76cm: € 40,00.
- Painting "Lloyd's Dream" 50x76cm. framed: € 55,00.
- 100 sheets of paper with your letter head: € 8,00.
- Color Photos (B17, B25, etc...) 30x45cm: € 9,00.
- T shirt Piper CUB, 170 grams, L or XL € 16,00.
- T shirt cartoon P40, 170 grams, L or XL: € 16,00.
- T shirts: Other sizes available on order.
- T shirts illustrated with the picture of your choice (Maximum size A5): Send in your picture and we will make the Tshirt of your dreams (Warning! Only send pictures that are totally free from any copyrights): € 12,00.
- Color aircraft profiles 15 x 20 cm. pre-framed: *Various*: € 4,00 each.
- Warbird cards by painter Jean Bellis: € 4,00 each.
- Video cassette of sequences filmed in Midland (55mm) VHS PAL: € 16,00 ©
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00 ©
- Poster N°1 of WWII airplanes and N°2 of post-war era, painted by artist Jean Bellis, 61x81cm: € 9,00 (Members) € 10,00 (Non Members) ©
- Prints of the Roy Grinnell paintings - Normandie Niemen, Corsair F4U7, and B26 Marauder - Unsigned: € 40,00 + P&P € 10,00. Signed by veterans: € 60,00 + P&P € 10,00. ©
- Post Cards based on the same paintings (B26 Marauder, Corsair, and Neuneu): € 0,50 each ©
- CD Rom of 36 FSS Newsletters since January 2000, French and English, compatible PC and Macintosh, <.pdf> format readable with Adobe Acrobat Reader: € 10,00 P & P inclusive ©
- CD Rom of 200 warbird photos taken during Airsho in Midland, by B. Delfino: € 10,00 P & P inclusive ©.

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Unit Leader: Col. Bernard DELFINO  
Tel: 0148690457 - email: bdelfino26@aol.com  
Executive Officer: Col. Claude REQUI  
Tel: 0442287755 - email: claude.requi@free.fr  
Finance Officer: Col. Didier CARDINAL  
Tel: 0160260798 - email: delta.charlie@wanadoo.fr  
Adjutant: Col. Eric DUCREAU  
Tel: 0148616735 - email: edducreau@aol.com

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# SAFETY.....

## WHEN IS ONE TOO OLD TO FLY?...

A recent article that was published in the May 2004 issue of FLYING magazine was titled "Does the age of a pilot have an influence on aviation safety?". This article was very intelligently commented by col. Grant Lannon in the Newsletter of the Centex Wing. Here is a summary of what he says...

The article was written by Richard L. Collins, aged 70. Therefore, one may conclude that he knows what he is writing about, helped by the fact that he wrote it based on research he made at the National Transport Safety Board. This organization, in fact, never published any precise statistics because the data on this subject is rather scarce. One may note, nevertheless, that the 50 to 59 years old category is the one involved in the greater number of accidents. Since the population of pilots reduces progressively with age, one notices a reduction in the number of these accidents for the 60-69 years old, but also that, proportionally, the number of accidents again increases for those who are 70 and above.

The origin of these accidents is closely linked with memory. A medical research made by British Airways has shown that pilots aged 18 have, by far, the best short term memory, a lot more important than long term memory. Since flying uses methodical actions, helps like the checklists are there to compensate possible intellectual weaknesses (Note: *The article does not, however, say what happens when the pilot forgets to read his checklist...*).

Another aspect of ageing becomes evident when the pilot's reactions get slower than in the past, and when he cannot concentrate. It is, therefore, mandatory that each pilot continuously watches his own actions, with honesty and objectivity, and accepts the fact that he is too old to fly when he notices this type of behaviour.

The author of the article comes to the conclusion that if the 50-59 years old pilots have more accidents than the others, it's due to the fact that they still feel good, and, with an excessive confidence, they attempt manoeuvres that are incompatible with their true reaction time.

Airline pilots are normally retired before they are 60, and the medical department of airlines is there to detect any premature weakness. General aviation is quite different. Medical exams are just as serious, but less frequent. If the number of pilots aged 70 and over is so reduced, as compared with the 50/59 category (About 1/5), it's simply that they stop flying as soon as they notice that they're tired, not so agile, and that they lose concentration. A wise decision which avoids accidents and does not stop them from flying as part of a crew, and continue to enjoy flying.

## BE A SPONSOR OF THE "SPIRIT OF LEWIS" !

You always have had a definite interest for this plane. You can now become one of its Sponsors by choosing one of the three levels available, and add pleasure to usefulness by flying aboard this legendary WWII airplane. Here is the list of these levels and their price:

•••**FLYING SPONSOR**: 250 Euros per year and 25 Euros per hour.

•••**RESTORATION SPONSOR**: 125 Euros per year and 40 Euros per hour.

•••**SUPPORTING SPONSOR**: 50 Euros per year and 55 Euros per hour.

•••**NON-SPONSOR**: No annual premium and 80 Euros per hour.

A quick calculation shows that, for instance, for 50 hours per year, this system allows everyone to fly for a very modest hourly price:

- Flying Sponsor = 30 Euros,
- Restoration Sponsor = 42,50 Euros,
- Supporting Sponsor = 56 Euros,
- Non-Sponsor = 80 Euros.

This choice is wide enough to allow each one of our members to find the level he wishes to adopt.